



**ENGINEERING OPERATIONS COMMITTEE  
MEETING MINUTES  
JUNE 3, 1999 - 9:00 A.M.  
EXECUTIVE CONFERENCE ROOM**

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Present: C. T. Maki G. D. Taylor J. D. Culp  
C. Roberts P. F. Miller J. D. O'Doherty  
T. E. Davies J. W. Reincke T. Fort  
S. Bower

Guest: D. L. Smiley C. Bleech J. Ruszkowski  
J. T. LaVoy D. Pawelec

**OLD BUSINESS**

**1. Approval of the Minutes of the May 11, 1999, Meeting - C. T. Maki**

Minutes of the May 11, 1999, meeting were approved as written.

**2. Truck Mounted Attenuator Use Guidelines - V. Childers**

Thom Davies reported that the regions would support the proposed guidelines, but were concerned about the impact on maintenance operations if applied to maintenance as well as construction activities.

**ACTION:** The Traffic and Safety Division will proceed with the final draft guidelines, which will be setup for review under the design guideline process, including regional approval before final issuance.

**NOTE:** These guidelines are for construction only. Any reference to maintenance operations is to be removed prior to the next round of review.

**3. Summary Requested by EOC After Presentation of Final Report, *Reconstruction of Rigid Pavements Using Asphalt Alternatives* - D. L. Smiley/S. Bower**

Dave Smiley reviewed a summary response to the MAPA/MSU report presented at the May EOC meeting. The "standard" usage of any innovative designs suggested by the report is subject to prior field testing to confirm performance is adequate and comparable with present designs.

**ACTION:** Dave will prepare a transmittal letter to MAPA for Tom Maki's signature, attaching the response to their report.

**4. Special Provisions/Revised Approval and Use Policy - J. Ruszkowski/D. Pawelec**

The regions support the proposal for minimizing the number of special provisions being generated. There is across the board approval of the proposed new process and the resolve to enforce it is present. Industry is very supportive of this change.

**ACTION:** Judy will make a presentation at the next meeting with ACEC. She will also prepare the Bureau of Highway instructional memorandum for distribution.

5. **Pavement Selection Process - S. Bower**

The new process was distributed at the May EOC meeting for review. No substantial comments or concerns were received or expressed. Industry endorses the proposal and FHWA gave their approval.

**ACTION:** The new pavement selection process is approved. The Design Division will follow through as appropriate.

NEW BUSINESS

1. **Pavement Selection - I-69 Rehabilitation, 0.8 Kilometers South of Eaton County Line to Island Highway, CS 23061/13074/45591 - S. Bower/C. Bleech**

The two pavement rehabilitation alternatives being considered include a rubblize and bituminous overlay (Alternate 1), and an unbonded jointed plain concrete overlay (Alternate 2). A life cycle cost analysis was performed and reviewed by the Pavement Selection Review Committee. Alternate 2 has the lowest Equivalent Uniform Annual Cost (EUAC) and based on department policy was selected for final approval by EOC.

Alternate 2 is approved. The pavement design and cost analysis are as follows:

180mm .....	Jointed Plain Concrete Pavement (4m Joint Spacing)
140-180mm .....	Jointed Plain Concrete Shoulder
25mm .....	Bond Breaker (Bit Mix 13A)
228mm .....	Repaired Existing Concrete Pavement
100mm .....	Underdrains
356mm .....	Existing Base/Subbase

Present Value Initial Construction Costs .....	\$245,626/Directional Kilometer
Present Value Initial User Costs .....	\$62,691/Directional Kilometer
Present Value Maintenance Costs .....	\$27,689/Directional Kilometer

EUAC .....	\$20,222/Directional Kilometer
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2. **Pavement Selection - I-69 Rehabilitation, 0.8 Kilometers North of I-94 to 0.8 Kilometers South of Eaton County Line, CS 13074/49029 - S. Bower/C. Bleech**

The two pavement rehabilitation alternatives being considered include a rubblize and bituminous overlay (Alternate 1), and an unbonded jointed plain concrete overlay (Alternate 2). A life cycle cost analysis was performed and reviewed by the Pavement Selection Review Committee. Alternate 2 has the lowest Equivalent Uniform Annual Cost (EUAC) and based on department policy was selected for final approval by EOC.

Alternate 2 is approved. The pavement design and cost analysis are as follows:

180mm	Jointed Plain Concrete Pavement (4m Joint Spacing)
180mm	Jointed Plain Concrete Shoulder
25mm	Bond Breaker (Bit Mix 13A)
228mm	Repaired Existing Concrete Pavement
356mm	Existing Base/Subbase

Present Value Initial Construction Costs	\$274,807/Directional Kilometer
Present Value Initial User Costs	\$51,721/Directional Kilometer
Present Value Maintenance Costs	\$27,689/Directional Kilometer

EUAC	\$21,318/Directional Kilometer
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### 3. **2005 Standard Specification Book - J. Ruszkowski**

It is time to begin planning for the 2005 standard specification book. EOC agreed to support a time line targeting completion of the book in 2003 (2005 contracts would be let using the new book). The process will begin immediately. The industry associations, MRBA and AUC, will have equal involvement in reviewing and providing input to the new book. Further discussion led to the interest in hiring a consultant to convert the book to active voice, and to contract out the typesetting and final editing.

**ACTION:** Judy will begin the process for the new book.

For the July EOC meeting, the agenda will include discussion on policy direction for developing the new specification book.

(Signed Copy on File at C&T/Secondary)  
 Jon W. Reincke, Secretary  
 Engineering Operations Committee

JWR:kat

cc: EOC Members  
 Region Engineers

J. R. DeSana	R. J. Risser, Jr. (MCPA)	G. L. Mitchell	B. Richter
R. J. Lippert, Jr.	A. C. Milo (MRBA)	J. Ruszkowski	R. D. Till
D. L. Smiley	J. Becsey (MAPA)	C. Libiran	M. Frierson
M. Nystrom (AUC)	D. Hollingsworth (MCA)	G. J. Bukoski	C. W. Whiteside
M. Newman (MAA)	J. Steele (FHWA)	K. Rothwell	M. P. Krause
T. L. Nelson, Jr.			